

AUTOMOTIVE
SECTION

Tire Industry Not in Chaotic Condition Rumored

AUTOMOTIVE
SECTIONTHIS TALE TELLS
ALL ABOUT DRIVINGJones Drove From Back Seat,
But Read It—It's Worth
While.

Perhaps the Joneses are neighbors of yours. Mr. Jones and Mrs. Jones are back seat motorists. Mr. Jones knows to a cent what it costs to operate the car, but never has driven it or desired to. Mrs. Jones is not quite so well informed. Naturally they are dependent on their chauffeur.

There are several reasons why I have no chauffeur. One is that a good chauffeur asks about as much as I earn and the other reasons are superfluous. Therefore, I am no proper authority on the subject of chauffeurs, for the only one I ever have observed closely is Henry, who drives the Joneses.

CAN'T RATE HIM HIGH.
They are good neighbors of mine and I have toured with them on Sunday afternoons and motored to town with them on week days. The back of Henry's head is more familiar to me than his face. As a driver of motor cars I am prepared to rate Henry at about ninety-eight per cent, for I have never known him to skid against a curb, to graze a passing mud guard or to bump the rear fenders of the car ahead.

Perhaps this unusual caution always has been a virtue of Henry's and perhaps it has been instilled into him by repeated admonitions from the rear seat. The truth is that Henry gets more coaching from the rear seat than the chauffeur from the third base bleachers and that really is the point of the whole story.

For example, we are about to start for town. As Mr. Jones takes his seat beside us he leans forward and taps Henry on the shoulder. "Careful on that stretch of road that's been oiled, son. Don't want to spoil the new paint, you know."

PASS SAFELY OVER.
We pass safely and sanely over the stretch of road that's been oiled and Henry accelerates a bit. Mrs. Jones loses interest in the conversation and raises herself slightly on the cushion so that she can see the speedometer.

IN HIGH

By 'Dick' Mansfield
The Times Cartoonist

ROBERT E. GREER, the Greer Motor Company, distributor for the Liberty Six and Briscoe—a good distributor for two good cars. Bob has the experience—has come all the way in high, hitting on all—has never skidded and never will.

Unconsciously, I do the same. The speedometer is flickering about in the vicinity of twenty-three to twenty-five miles per hour.

"Twenty miles an hour, Henry," says Mrs. Jones, sweetly.

"Yes, ma'am," says Henry. The speedometer behaves for two miles and we swing around a bend in the road. Henry carefully clings to his own side of the highway, but that isn't quite good enough.

"I'm deathly afraid of that curve," confides Mrs. Jones and then addressing her husband, "Waiter, I wish you would speak to Henry about sounding the horn. That's the very spot where the Harrison—"

"Don't get careless on the curve, Henry," interrupts Mr. Jones. "You know there was a bad accident back there five years ago."

"Yes, sir," says Henry. The outskirts of the town without any more narrow escapes. The pavement is broken and full of holes. Henry slows down and dodges skillfully, but a man on a bicycle couldn't miss all of them and we finally sink into a deep one.

"Watch the bumps, Henry," cautions Mrs. Jones.

Henry swings over onto the car tracks to dodge a particularly bad stretch of paving and manages to gain about fifty yards before being tackled from the rear.

"Car tracks, Henry," cautions Mr. Jones.

"Yes, sir," says Henry, and so we go back to the side of the road and bump the bumps.

But finally the cross street swings into Broad, where the tide of the traffic stops and starts at the command of the semaphore. So far it has been like any other trip to town.

SOMETHING HAPPENED.
And then things happened. We were approaching the boulevard's busiest crossing, speed about ten miles per hour, and the semaphore giving us the right of way. The first thing I noticed was the growling of the emergency and a jolt that threw me forward in the seat. The traffic officer had suddenly thrown the signal to "stop," but he had failed to take us into consideration. We were half across the intersecting street. The roar of a siren and the clanging of gongs signaled the approach of the fire apparatus. Mr. Jones swore. Mrs. Jones screamed and I was stricken dumb and seized with paralysis.

Henry worked fast. Off went the brake, the gear lever slammed into second, the engine raced as the accelerator hit the floor board, and when the clutch came home we jumped twenty feet to safety. A thundering, roaring red truck missed our rear fenders by a few inches.

BECOMES COHERENT.
We rolled along for another block before the Joneses really became coherent. And then Henry did catch it. Perhaps he didn't want to miss a word of the good advice he was getting, for he pulled over to the curb and stopped. He slid out from under the wheel and stepped down to the sidewalk. With a wave of his hand he indicated the car.

"Drive it to suit yourself. I'm done."

"Henry?"

"When I'm driving a car, I'm driving it. If you don't think you're safe with me you'd no business to keep me. I'll take all the running directions and instructions you want to give me before we start, but I won't be pestered every few minutes. It's your car. Now do what you want with it. I'm all through."

Henry touched his hat to the Joneses for the last time. My knees were still shaking, but I managed to get the car home.

There are a lot of Joneses who drive from the back seat and there are a lot of Henrys who don't measure up to the ninety-eight per cent of the Henry—By Winsor Reed Davis, in Motor Life.

AUTOMOBILE BEARINGS
ARE INJURED BY WATER

A prominent bearing manufacturer calls attention to the fact that the use of impure oils, and carelessness in washing the running gear and other parts of automobiles, are things which have a very detrimental effect upon the bearings, which do not get half the attention they deserve anyway.

Many cases of failure of wheel bearings have been directly attributed to rust caused by the indiscriminate application of a stream of water at forty to fifty pounds pressure per square inch to the parts of the car in which they are mounted.

Water, or corrosive substances in

By L. J. FAULKNER.
Much has been said relative to the condition of the tire industry. Rumors have been afloat that prices would be raised, firms were failing, etc., etc., ad libitum. Here are the true facts as viewed in the hub of the industry—Akron, Ohio:

There has been unquestionably a cut in the working forces by some of the larger tire companies. This started as early as last May. The figures show that since June 1 to the present time, there has been about 38,000 employees put out of employment. This means about an average of one-third in some plants and two-thirds in others. The reason is not far to seek.

Immense stocks of all kinds of tires are in the warehouses, while working hours have been reduced generally—Goodyear running three shifts on a five-day basis, Firestone operating but two shifts, as well as Miller.

But despite optimistic statements by executives, it is impossible to find any practicable signs to indicate that the low point has been reached in regard to curtailment. It is simply asserted that the employment departments have ceased hiring.

On the other hand, T. W. Litchfield, factory manager of Goodyear, and its vice president, recently made statements before the Industrial Assembly, in which is said that the low water mark in tire production had been about reached, and as soon as the tire surplus now on hand was absorbed, the production would swing upward again, and that September would see an improvement in all conditions.

One of the reasons for the rumors that have been flying about, is due to the fact that lack of consideration has been given to the enormous up-sweep of demand that came after the signing of the armistice, and there must have been of necessity a peak which this demand should reach. It has undoubtedly now reached this peak, and is declining to normal conditions. This is as it should be, as neither the automobile manufacturer nor the tire companies could continue working longer on such a forced draft.

There will be constantly a certain average number of tires to equip them. Time is not far distant when this normal average will be reached, and the figures based on the past year and one-half and including present are by no means indicative of any serious conditions in the tire industry business.

No basis whatever can be found for the statement that the price of tires will be cut by any of the tire manufacturers.

greases or oils have virtually the same effect, viz., etching of the finely finished surfaces of balls and races on which the capacity and frictionless qualities of a ball-bearing are so dependent.

Any hard foreign substance, such as grit, metal chips, etc., will render the bearing useless in a short time. There is no room between the balls and races for any hard substance, and should any work in, either the bearings will lock and turn on the shaft, or in the housing, or it will force the cups out in the softer shell and thereby loosen the careful adjustment, rendering the bearing loose, noisy and less efficient.

There are thousands of other ways in which ball bearings may be misused—in storage, mounting, and later, lack of proper maintenance—but if one will use the average amount of care and good plain common sense, he will find that he will be rewarded many times over for what little pains have been taken.—Motor Life.

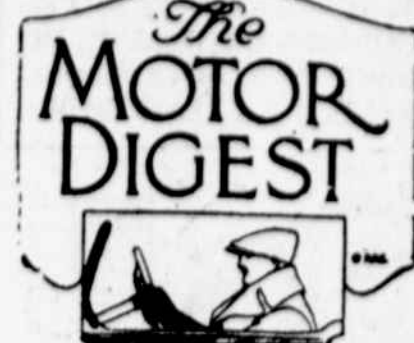
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Automotive Activities Through-
out the World.

The average automobile tire costs \$30.48.

New Zealand is having a "good roads" campaign.

Motor treaties for removing snow have been perfected.

The postoffice department in Savannah, Ga., has been completely motorized.

A motorcar exhibit will be held at Brindang, Java, in 1921, at the annual commercial fair.

There are twenty-six States in the Union which have a registration of more than 10,000 motor trucks each.

In 1919 there were 16,412 motor drivers' licenses issued in Norway. Of these 403 were to women.

The average life of motor trucks on farms is estimated between six and one-half years to seven years.

California has a Motor Carriers' Association, comprising 600 firms engaged in motor trucking in interurban service.

With headquarters at Sioux Falls, S. D., a motor freight company covers eighty towns in Minnesota, Iowa and South Dakota.

On account of marked increase in the cost of everything, motoring in Europe today appears to be a sport for kings only.

City assessors in Washburn, Wis., found more automobiles than dogs in that town. Motor vehicles total 140 against 122 dogs.

In England a commercial motor vehicle fitted up with temporary seats for Sunday excursions is known as a "chairs-a-bance."

Out of 500 of the leading men of America nearly 90 per cent drive their own roadsters or coupes that they use in business.

A new world's record for 100 miles over a dirt track for an automobile was recently made in eighty-nine minutes and twenty-three seconds.

Miss Eleanor Marshall, a New York golfer, recently furnished her caddy with a "scotomotor" for traveling over an eighteen-hole course.

In Batavia, Java, gharries and dog-carts, which now comprise the street traffic of that city, are gradually being replaced by automobiles.

During the world war the American expeditionary force had in the service 11,313 motorcycles, 377 caterpillars, 133 tractors, and 2,278 trailers.

The island of Spitzbergen, one of the farthest north islands inhabited, boasts its first motor truck. It is operated by a Norwegian coal company.

Pennsylvania issues a half (year) license for automobiles. The fee is 20 cents per horsepower, with a \$5 minimum for the registration of cars.

In Canada more than three-fourths of the 52,500 automobile licenses issued during the first six months of this year in Saskatchewan were taken by farmers.

Of the more than 1,000,000 motor trucks in use in the United States, New York leads all others with a total of 97,718. Illinois is second and Ohio third.

Ralph de Palma, the automobile racer, was naturalized recently by the Federal Court in Brooklyn, N. Y. De Palma came to this country from Italy when ten years old.

COAT OF LIQUID RUBBER
LENGTHENS LIFE OF TIRE

Painting the tires with a coating of liquid rubber to which whitening has been added, not only gives the shoes an attractive appearance, but it also helps to preserve them, especially in the hot summer time. There are a number of tire-painting compounds on the market, and they are intended to fill in small cuts and scratches as well as to add to the appearance of the shoes. In sealing over cuts and bruises the preparations further tend to keep moisture from working itself into the fabric.

For the benefit of the motorist who likes to do his own tinkering in so

far as possible, it might be added that a satisfactory compound for coating both the inside and the outside of the shoes can be made by stirring five pounds of whitening into a quart of gasoline, and after a thorough mixing has been effected, adding a quart of rubber cement. The cold patch cement sold by nearly every tire company will do. This latter is the rubber part of the mixture. Once thoroughly mixed the compound is applied with a brush like any other paint, and due to the elasticity imparted by the rubber cement, the paint will not crack after it is applied to the shoe.—Motor Life.

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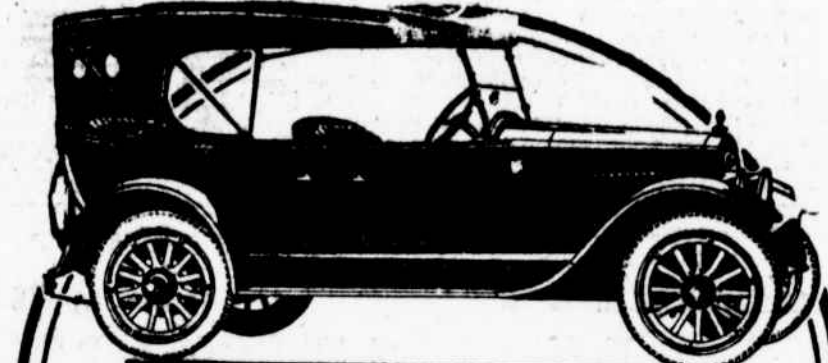
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